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belt and at least a 40-percent load to the shoulder harness. If the safety belt is capable of being used without the shoulder harness, the inertial forces specified must be met by the safety belt alone.

(h) When a headrest is used, the headrest and its supporting structure must be designed to resist the inertia forces specified in §27.561, with a 1.33 fitting factor and a head weight of at least 13 pounds.

(i) Each seating device system includes the device such as the seat, the cushions, the occupant restraint system, and attachment devices.

(j) Each seating device system may use design features such as crushing or separation of certain parts of the seats to reduce occupant loads for the emergency landing dynamic conditions of §27.562; otherwise, the system must remain intact and must not interfere with rapid evacuation of the rotorcraft.

(k) For the purposes of this section, a litter is defined as a device designed to carry a nonambulatory person, primarily in a recumbent position, into and on the rotorcraft. Each berth or litter must be designed to withstand the load reaction of an occupant weight of at least 170 pounds when the occupant is subjected to the forward inertial factors specified in §27.561(b). A berth or litter installed within 15° or less of the longitudinal axis of the rotorcraft must be provided with a padded end-board, cloth diaphragm, or equivalent means that can withstand the forward load reaction. A berth or litter oriented greater than 15° with the longitudinal axis of the rotorcraft must be equipped with appropriate restraints, such as straps or safety belts, to withstand the forward load reaction. In addition—

(1) The berth or litter must have a restraint system and must not have corners or other protuberances likely to cause serious injury to a person occupying it during emergency landing conditions; and

(2) The berth or litter attachment and the occupant restraint system attachments to the structure must be designed to withstand the critical loads resulting from flight and ground load

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conditions and from the conditions prescribed in §27.561(b).

[Amdt. 27–21, 49 FR 44434, Nov. 6, 1984, as amended by Amdt. 27–25, 54 FR 47319, Nov. 13, 1989]

§27.787 Cargo and baggage compartments.

(a) Each cargo and baggage compartment must be designed for its placarded maximum weight of contents and for the critical load distributions at the appropriate maximum load factors corresponding to the specified flight and ground load conditions, except the emergency landing conditions of §27.561.

(b) There must be means to prevent the contents of any compartment from becoming a hazard by shifting under the loads specified in paragraph (a) of this section.

(c) Under the emergency landing conditions of §27.561, cargo and baggage compartments must—

(1) Be positioned so that if the contents break loose they are unlikely to cause injury to the occupants or restrict any of the escape facilities provided for use after an emergency landing; or

(2) Have sufficient strength to withstand the conditions specified in §27.561 including the means of restraint, and their attachments, required by paragraph (b) of this section. Sufficient strength must be provided for the maximum authorized weight of cargo and baggage at the critical loading distribution.

(d) If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–11, 41 FR 55469, Dec. 20, 1976; Amdt. 27–27, 55 FR 38966, Sept. 21, 1990]

§27.801 Ditching.

(a) If certification with ditching provisions is requested, the rotorcraft must meet the requirements of this section and §§27.807(d), 27.1411 and 27.1415.

(b) Each practicable design measure, compatible with the general characteristics of the rotorcraft, must be taken to minimize the probability that in an